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WATER AND VEHICLE TRANSPORTATION IN COMMUNIST CHINA

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WATER AND VEHICLE TRANSPORTATION IN COMMUNIST CHINA

[The following are selected articles from the Peiping Ta Kung Pao, issues 6 and 7 September 1960.]

CONTENTS

DATA ON WATER TRANSPORT IN HUNAN AND HUPEH

[Following are translations of five short articles in Ta Kung Pao, Peiping, 7 September 1960, page 3.]

Port of Ch'ang-sha Accomplishes Speedy Loading and Unloading of Vessels

In order to meet the requirements of grain, coal, and steel transportation, the port of Ch'ang-sha has undertaken several revolutionary measures.

The former method of a single boat working unsystematically has been changed. Now groups of boats and boat teams work as units. These are clearly divided into main and secondary units. Thus capacity is concentrated facilitate loading and unloading. Other measures which were resolved include: planned organization of loading and unloading, rules for utilization of loading machinery, and new systems of maintaining and keeping equipment in good working order. Distribution of loading equipment was

regulated, and control of cargo areas was strengthened. The "five fix" (fixed personnel, fixed machinery, fixed duty, fixed leadership, fixed time), "five guarantee" (guaranteed loading, guaranteed unloading, guaranteed quality, guaranteed cargo piling, guaranteed safety), and the "three personnel responsibility" systems (forecasting personnel, boat personnel, dispatching personnel) were promoted. These arrangements facilitate a speedy working system and basically changed the "three waitings" of boats in port (waiting to be loaded, waiting to be unloaded, waiting to be towed). The time spent by the ships in port has been cut from 47 to about 30 hours.

Hsiang-t'an Conquers Low Waters and Transports More Ore and Coke

It is now the low water season. Water transport workers and officials of the Hunan Province Hsiang-t'an special district have responded to the call of the Hsiang-tan local Party committee by initiating a mass movement. Its ultimate aim is to guarantee smooth transportation of ore and coke; its immediate aims are to clear the shallows and remove the sand, prevent outflow of water and build dams to raise the water level, and thus achieve a victory over the subsiding waters. In the short time of several days, about 1,000 boatmen from the special district

responded to the call. They have repaired 13 dams and restored to normal transportation more than 320 kilometres of the waterways by clearing 525 places in the shallows. The actual load rate in shipping rapidly rose by 25% and normal supply of raw materials and fuel for the steel mills was guaranteed.

While clearing the shallows and building dams to guarantee normal navigation, special care was taken to diminish the useless outflow of water and to satisfy the requirements of the agricultural fields.

Chien-li Hsien Improves Sail Boat Cross-Towing (Ting-t'o) Transport

Cross-towing transport by wooden sailing boats in Chien-li Hsien of Hupeh Province has shown good achievements. At present throughout the hsien already 106 sailing boat-towing groups have formed with 412 boats participating. These boat teams are divided into four groups according to type: 1. "fish-bite-tail" one line type; 2. straight line towing; 3. swallow formation; 4. multi-line one row formation. Adopting the above-mentioned formation, the cross-towing of sailing boats was intensively organized for navigation. The most important benefits of such organization are: the navigational speed can be increased by 10-30%, combination of heavy and light cargo

for loading is facilitated thus increasing carrying capacity by about 40%, and labor is used more effectively. When a boat enters a port, loading, unloading, and transportation each may be effected by the crew. In this way economy is made on loading and unloading labor, and anchorage time in port can be cut. Crews may be organized to work by shifts giving them more time and opportunities for political and cultural studies.

Machinery of Hankow Loading and Unloading Station No. Two Turned Into Conveyers

After Hankow Loading and Unloading Station No. 2 of the Wuhan Loading and Unloading Company assembled its overhauled machinery, accomplishment of duties gradually improved. The station completed its production for July ahead of schedule and was 21.6% in excess of the plan, and completed its August plan nine days before schedule. Striving to achieve innovation in the unity of loading, unloading, and transportation work, the Fu-hsin Flour Mill Wharf established a model [system] for all other wharfs. This wharf formerly had only three leather belt conveyers. Such work as lifting the grain bags from the holds, loading them on the conveyer, and unloading them after they had arrived at the warehouse was done on shoulders and backs. Seventy-one workers were required

every day to perform these functions. Merely to lift the bags from the holds 24 workers were required. Now the workers and officials have installed a pulley at the rear of the leather belt conveyers. Through this pulley they have connected three home-made horizontal conveyers. In this way they have achieved a direct uninterrupted flow from the holds to the warehouse. Because of this, 20 fewer workers were required per day, and work efficiency has been raised about 50%.

Yangtze River Steamboats Save Good-Grade Coal

Workers and officials of the steamboats on all navigation lines under the Yangtze River Navigation Control Bureau, acting under the slogan "Let us save good-grade coal for the steel mills," has begun the intensive improvement of working techniques and have increased the admixture of poor-grade coals to that used in steamboat boilers. According to the incomplete statistics for the period from January to July of the current year, some 45,000 tons of good-grade coal were saved, with no adverse effects on the efficiency of transportation.

The crew of the steamboat "Chiang-hua"--the red banner bearer of last year's All-China Mass Hero Conference--studied the nature of the coal, and suggested several work methods: first, clean slag carefully; second,

keep even, low heat; third, add coal more frequently. They resolved the problems connected with increased admixture of poor-grade coals, while guaranteeing the observance of time schedules.

The senior officers of the steamboat "2010" studied the construction of furnaces and found that firemen can work in two shifts, instead of the former three, and recommended one extended firing or many shorter firings as a more effective working method. In this way, an even pressure was maintained despite increased admixture of poor-grade coal.

ORGANIZE THE STORAGE AND TRANSPORTATION OF COMMODITIES FOR MORE QUANTITY, SPEED, QUALITY AND ECONOMY

[Following is the translation of the editorial in Ta Kung Pao, Peiping, 7 September 1960, page 1.]

Storage and transportation play an important part in commodity circulation. Therefore, improvement of storage and transportation is a necessary condition for the normalization of commodity circulation. Since the Great Leap of 1958, storage and transportation have made great progress in step with the national economy's rapid development. They are already organized on the basis of a planned economy and are developing a rational organization and transportation. Moreover, much excellent experience has been acquired in the field of organization. Direct production-transport-distribution lines, for instance, were organized in cooperation with transport organizations of the communication system; close contact was achieved

between short distance and trunk line transportation; direct transportation and selective transport were developed on a wide scale. All these achievements were quite effective in developing industrial and agricultural production. They served to tie closely the economic relations between industry and agriculture, city and village, as well as between the different regions, and have ensured the normal progress of the ever-expanding commodity circulation.

To perfect storage and transportation work we must attain better and closer cooperation between the dispatching organizations and the transport organizations of the communication system. The amount of commodities dispatched by the trade organizations is enormous. In order to strengthen cooperation with the transport organizations and to improve incessantly, importance of storage and transportation work must be emphasized. During the past several years trade organizations have already done considerable work aimed at organizing and arranging sources of cargo, rationalizing transportation and tying closer the transport and trade organizations.

This year important reforms have been made in the organization of storage and transportation. Many regions have established storage and transportation networks. To

comply with local requirements, formerly scattered storage and transportation organizations have been grouped together in accordance with the conditions and nature of operations in various regions. In this way, organizational pile-ups and lack of coordination have been modified. Surveying the regions where such storage and transportation networks are already established, we see that the following benefits have derived:

1. The planned character of commodity transportation and transhipment work have been greatly strengthened. Transportation and control of commodities en route are under control, thus development of cooperation on the direct line production-supplier-transport-distribution is facilitated.

2. It has proved to be useful in helping the people's communes to organize short distance transportation, and to unite long and short distance transportation. It has also helped to rationalize and fully reveal latent capacities.

3. It has revealed the latent capacities of warehouse facilities, improved the storage of commodities, and saved financial expense as well as human and material resources.

4. The centralization of storage and transportation

operations has facilitated the Party committee control of storage and transportation. It has also contributed to the complete arrangement of storing and moving cargo in accordance with priority of the tasks and the degree of difficulty and urgency of the transportation as determined by the Party.

To put it briefly, establishment of the trade storage and transportation network has served to organize the storage and transportation of commodities in greater quantity, speed, quality, and economy, and has developed storage and transportation in proportion with the incessantly-growing commodity circulation.

Agricultural products comprise a very important part in the work of commodity storage and transportation. Purchases of agricultural products are highly seasonal and require difficult and voluminous work within a short period of time. The movement of agricultural products proceeds from scattered areas to points of concentration and requires concrete and detailed organization. Many of the agricultural products are perishable, and their transportation requires considerable technical knowledge. Due to these facts peculiar to storage and transportation of agricultural products standards of storage and transportation must be very high.

After the establishment of people's communes, agricultural production becomes big scale, concentrated and progressive. This requires that purchase work also correspondingly take the form of a mass movement. Storage and transportation, which are integral parts of successful purchase work, must go closely in step. Only then can all necessary operations such as purchasing, processing, transportation, and storage be coordinated and mutually progress, eventually completing speedier and better purchase work.

Now, close after the busy season for the purchase of agricultural products, follows a no less busy season in which industrial products go to the rural areas. Consequently, the most urgent task at present everywhere is to vigorously establish and improve the already existing network of trade storage and transportation.

The movement of subsidiary agricultural products usually involves two or more transportation processes or, in other words, a transhipment phase, which is a pivot for all storage and transportation operations. The quality of this work has a direct bearing on the speed of cargo movements, rational use of transport capacities, and the rate of expenses. For this reason we should urgently establish and perfect the transhipment stations for

the storage of commodities. Only through improved transshipment stations can close ties between the transport organizations of the communication system and short and long distance transportation work be attained. Only through improved transshipment stations will the latent capacities of transport be fully revealed, all transport facilities be fully utilized, no loopholes left, and will commodities be moved speedily. Only with perfected transshipment stations will be achieved rational organization of transportation and proper storage of commodities waiting their turn to be transported in accordance with weight and degree of urgency of the cargo.

To get ready for the after-the autumn season of purchase and distribution in the rural areas, all localities should lose no time everywhere in establishing hsien storage and transportation posts and posts under the hsien level. Such hsien level stations and below hsien level posts form a basis for the whole trade storage and transportation network. All agricultural by-products hauled up to the centres, or all industrial products coming to the villages are to be handled by the trade storage and transportation posts of local level. Movement of commodities will go smoothly if the storage and transportation work at the local levels is properly

organized, otherwise, production, purchase, and supply will be adversely affected, and some of the products due to prolonged waiting in storage might even rot.

Short distance transportation of agricultural products is performed mostly by the resources of the agricultural communes. These operations must be carried out in close cooperation with transport organization of the communication system. All possible assistance must be rendered to the agricultural people's communes and production teams in order to strengthen and perfect the special and auxiliary transportation teams. The masses should be organized to successfully achieve short distance transportation without affecting priority of agricultural production and to fully utilize the intervals between the agricultural work. All these tasks require sound organization of basic trade storage and transportation and will enable better and smoother movement of agricultural products.

To better and more quickly establish the trade storage and transportation network, trade organizations in various localities must intensify the organization work as well as ideological work under the leadership of the Party committees. In establishing the network, first of all, the storage and transportation cadres must be taught the significance of the network. It must be firmly set

in their minds that a storage and transportation system is a service of commodity circulation, that nothing must be left undone to assist the work of business organizations, and that cooperation of all parties must be actively pursued. In addition, duties of the various storage and transportation units must be clearly defined and explained. Conversely, the working units of trade organizations should consider storage and transportation operations as their own, and mutually assist and actively cooperate.

After the establishment of the storage and transportation network, coordinating conferences must be convened at fixed dates. All concerned business organizations should participate. At these conferences there must be worked out systems of dispatching, re-dispatching, and accepting cargoes as well as procedures for entry and release of commodities in the warehouses. These conferences must also settle all working problems that appear, and incessantly improve management and administration.

SHANGHAI TRANSPORT DEPARTMENTS CAMPAIGN FOR TRUCK MAINTENANCE

/The following is a translation of a local news report appearing in the Ta Kung Pao, Peiping, 6 September 1960, page 3/

With grain and steel as the center of duties in transportation, Shanghai vehicle transport workers are actively developing a mass movement for maintaining, repairing and taking care of trucks. They are to elicit the latent power of trucks and protect them from high temperature, typhoon, and floods. Since the third quarter began, the percentage of vehicle perfection has increased remarkably: the rate in June was exceeded by that in July, and July by August. A continued lead forward has been maintained, and the fulfillment of transportation tasks is thus ensured.

At present the characteristics of transportation are: duties are heavy and time is short. To support the agricultural front and the steel front, especially the timely supply of materials, production materials are to be sent directly to the fields and the raw materials directly to the furnaces and work sites. Because work area road surfaces are relatively poor, the damage rate of vehicles has increased. For instance, on the steel production front, the Wu-sung and Pu-tung vehicle transportation depots have about one-fourth of their trucks in repair. In the key work area of departure Point Two (Shang-yun-erh), Vehicle Brigade No. 4 has a rate of only 74% in trailer perfective maintenance, which brings difficulty to the fulfillment of transportation tasks. In order to ensure the completion of tasks, every transportation unit has initiated the mass movement to maintain, repair, and take care of of vehicles.

The drivers of 204 Vehicle Brigade are conducting a three-shift rotating service, with the one shift taking care of the next shift. The maintenance team carries out the early shift's rush, minor repairs as the first service. The middle shift does the second service with

minor /non-rush/ repairing; especially appointed workers take care of the trailers. There is division of labor and cooperation.

All trucking brigades are seriously implementing the system that trucks should be assigned to definite drivers, and all trailers are assigned to definite trucks. The perfection rate of trucks has increased rapidly. The rate for prime vehicles has risen from 93% to 95%, trailers from 74% to 98%, and loading machinery from 80% to 95%.

In the No. 103 Trucking Brigade, all drivers are divided into teams of four, thus vehicle maintenance mutual aid teams have been organized. Formerly, a job that usually took twenty minutes for one person to finish can now be done in eight minutes. Therefore the perfection rate has been speedily brought up to 97.84% from 89%. Others, such as the No. 104 Trucking Brigade, created the so-called "three rush actions and one on time", which means the day and night rush out of trucks, the rush completion of loading machines, and the rush second stage maintenance at mid-day. The first maintenance is done on the spot and the No. 501 Trucking Brigade has developed a system where everybody performs maintenance, with minor repairs fixed by the drivers themselves. The trucking team does the first stage while a small unit (hsiao-tui) does the second. The perfection rate has risen in all units.

At present, workers of the Shanghai municipal transportation departments are promoting this movement, i.e, seeing that technical work is done on-the-spot, that one shift of drivers gives service to the next shift, that three shifts rotate services, that vehicle maintenance mutual aid teams are established, etc.. These various forms of mass experiences in vehicle maintenance have already become a voluntary self-initiated movement on the part of all workers. Therefore, the technical conditions of vehicles has improved, and since August all enterprises under the Communications Bureau have kept perfective maintenance constantly above 95%. This strongly ensures the fulfillment of transportation goals.

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